



Safety recommendation no. 523

Date of the publication	19.12.2016
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Safety deficit	<p>On 5th July 2014, a Flight Design CTSW aircraft was involved in an accident when landing at Grenchen Airport. The weather conditions were windy and dry. The pilot sustained serious injuries in the accident and the aircraft was destroyed. Fire did not break out.</p> <p>Because of the degree of damage to the aircraft, in particular because of the burst fuel tanks, the risk of an outbreak of fire nevertheless had to be taken into account at the accident site. The quickest possible deployment of immediately operational and effective fire control was therefore advisable. Following the accident, the emergency personnel took measures, which to some extent were not systematically oriented to an emergency response in the event of fire. The risk associated with the ballistic recovery system installed in the aircraft was also not appropriately assessed. This posed additional risks for the injured pilot as well as the emergency personnel. The STSB came to the conclusion that there are similar problems not only in Grenchen, but also at other airports. The Swiss Transportation Safety Investigation Board therefore considers it sensible to examine the training and operating procedures of airport fire services and, if necessary, improve them.</p>
Safety recommendation	<p>Together with airport management, the management of airport fire services and Swiss fire service institutions, the Federal Office of Civil Aviation (FOCA) should examine the extent, content, implementation and effectiveness of airport firefighter training as well as the designated procedures and, if necessary, take adequate measures to reach the expected level of readiness for operation.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented. As part of its supervisory duties, the Federal Office of Civil Aviation entered into a contract with the Zurich protection and rescue service (Schutz und Rettung Zürich – SRZ) to be able to make use of experts when reviewing the infrastructure, training and assessment of emergency exercises in the field of fire and rescue services. In addition, experts from the Service de Sécurité (SSA) at Geneva Airport, Birrfeld Aerodrome and Vienna Airport are being used to support the training of airport fire services.</p> <p>On 7th February, FOCA asked the chiefs of aerodrome to submit an assessment report after each training by the experts. On 29th June 2017, a meeting was scheduled with the aerodrome commanders at FOCA to discuss collaboration with the experts and training at aerodromes. Due to risk-based considerations, FOCA also planned an inspection at aerodromes which do not conduct training with specialists from the SRZ or the SSA. The results of these inspections were subsequently discussed with the chiefs of aerodrome and the managers of the airport fire services and, as far as necessary,</p>

suitable measures were prescribed. In addition, FOCA has amended directive AD 1-001, chapter 5 (minimal training), so that the airports Bern-Belp, Lugano and St. Gallen-Altenrhein will also have to complete a 2-hour training course with an expert in aircraft firefighting.

According to the Swiss fire service federation (Schweizerischer Feuerwehrverband – SFV), their organisation has no knowledge of aircraft firefighting. However, it supports the approach that the training of airport fire services should mainly be conducted by experts from the SRZ and SSA professional fire services. As a result of collaboration between FOCA, the SFV, the SRZ and the SSA, three one-day courses on ‘accidents involving small aircraft and helicopters’ were scheduled under the guidance of the SFV for 13th June 2017 in St. Gallen-Altenrhein, 15th September 2017 in Grenchen and 26th October 2017 in Samedan.

**Investigation report concerning
the safety recommendation**

Schlussbericht
